CURRENT SPORTING GOSSIP

NEW LEAGUE TAKES SHAPE OF ORGANIZED BASEBALL.

Promoter Fletcher's Contract, Which Forty Players Are Said to Have Signed, Given in All Forms Around Game of the Local Series On Sunday.

[illegible]

MARY DAVIS WINS STAKE.

Brought a Good Field in Feature Event at Louisville.

[illegible]

TWO FAVORITES WIN.

Diehold and Indora Both Odds On Choices at Marlboro.

Baltimore, Md., Oct. 13. At Marlboro this afternoon the only two successful choices were at prohibitive prices. Diehold, winner of the steeplechase, being at 1 to 3, while Indora was a 1 to 5 choice in the race for maiden fillies. After working half a mile for an exercise this morning at Pimlico as a trial for the rich Marlon Stakes to be decided on Saturday, Textile, owned by Thomas Monahan, broke down badly. The summaries:

First Race. Five and a half furlongs. John A. Munro, 108 (Lehert), 2 to 1, won; Seneca II, 108 (Mack), 5 to 1, second; Horace F., 113 (Upton), 4 to 1, third. Time, 1:09. Chief Bartlett and Tom Melton also ran.

Second Race. Six and a half furlongs. Hallack, 101 (Clement), 4 to 1, won; Cherokee Rose, 96 (Wadlington), 7 to 1, second; Golden Castle, 104 (Fox), 7 to 1, third. Time, 1:25. Mobility, Fear naught II and Campaigner also ran.

Third Race. Steeplechase, about two miles. Diehold, 137 (Saffell), 1 to 3, won; Lizzie Flat, 142 (Franklin), 6 to 5, second; Shore, 135 (English), 15 to 2, third. Time, 3:49. Bear of the Mountain fell.

Fourth Race. One mile and seventy yards. Indora, 98 (Davis), 9 to 5, won; The Moth, 97 (Troxler), 4 to 1, second; Silverine, 101 (Fahr), 10 to 1, third. Time, :1.45. Madeline, Irene and Dracosia also ran.

Fifth Race. Five furlongs. Indora, 111 (Fahr), 1 to 5, won; High Ebony, 112 (Simmons), 20 to 1, second; Brenda, 101 (Belt), 4 to 1, third. Time, 1:00. Madeira and Mt. Silo also ran.

Sixth Race. Five and a half furlongs. Oak Burst, 106 (Clement), 3 to 1, won; Henry Cross, 108 (Fahr), 9 to 10, second; Democrat, 113 (Kelman), 20 to 1, third. Time, 1:08. Miss O'Toole and Mr. Southern Boy also ran.

Motor Boat Carnival.

The members of the New York Motor Boat Club are always among the first to open the season and they are active as late as the weather will permit. They have arranged for the club's annual frolic and water carnival next Sunday afternoon and those who visit the clubhouse at the foot of West 138th street will have lots of fun. The festival will be under the auspices of the Star League in Boston, New York, Cincinnati, Pittsburg, Chicago, Cleveland, Detroit and other cities.

Fletcher doesn't stop at eight clubs, but says there will be twelve in his circuit, and that every player of said will be approached. He declares there is no legal obstacle in his path, that the players, on tracks which have bound them to their present employers are ineligible because of the reserve clause. He calls organized baseball a trust and accuses the National Commission of many things. In short, Fletcher is making a roaring fuss in baseball, whether he is blufing or not.

The Highlanders and Giants play the second game of the post-season series at American League Park this afternoon, beginning at 2:45 o'clock. As the seating capacity is limited fans are advised to go early to the Hilltop.

Fight enthusiasts will not be surprised if Jim Stewart makes short work of the California heavyweight Salmas Jack Burns at the National Sporting Club of America tonight. Burns is said to be a fourth rater, devoid of speed or hitting ability. He talked Tom O'Rourke into matching him with Stewart, who has done much since Jack Twin Sullivan outpointed him at the Fairmont Club last winter.

Burns is 6 feet 2 inches tall, dresses like a foreign nobleman and talks faster and longer than Jim Corbett. Sporting men who saw Burns in a scrap with Jim Barry on the coast say if Stewart can fight even a little bit Salmas Jack will soon hit the canvas.

Leach Cross and Jack Dorman provided such a good fight at the Fairmont A. C. Tuesday night that they will be rematched and will afford the roughers another treat in a week or two. There are so many stiffing and lingering incubes at local clubs that the genuine efforts of Cross and Dorman on Tuesday night came in the nature of an agreeable surprise.

Joe Coster and Frankie Burns, the best bantams in the country, possibly barring Johnny Coulon and Jimmy Walsh, have been matched for two rounds at the Olympic A. C. next Monday night. The winner will have a chance to fight for the championship of this class at an early date, as Coulon is coming this way.

Leo Powell, California's best lightweight, will have his first bout in the East when he meets Jimmy Murphy at the Fairmont Club next Friday night. Powell wants a crack at Mike Gaudin and Young Saxon. Saxon also fat Moore if the latter will agree to be fat. Fat weighs 135 at 6 o'clock. Moore is growing so rapidly that he now is a full lightweight and may be the champion some day.

Nosegay, Nasubon and Bashti are in favor for the rich Marlon Stakes, to be run at Pimlico tomorrow. Bashti appears to have a sure thing, on the city race. The Marlon will be run in two divisions, each a mile and a quarter, to the winner. This classic belongs to the Westchester Racing Association and has been transferred to Pimlico because of the shutting down of the New York tracks this fall.

VANDERBILT BIG WINNER.

His Horses Won 1,000,000 Francs on French Track This Season.

Paris, Oct. 13. W. K. Vanderbilt heads the list of winners in flat races in France for the season, which practically ended on October 9. His horses won stakes and purses amounting to 1,000,000 francs. M. Blanc is second with [illegible] francs to his credit. Frank Jay Gould is third in the list, with [illegible] francs to his credit. M. Fischof's horses rounded up [illegible] francs. Nat Lucy's horses [illegible] francs, and D. Boldt [illegible]. Mr. Vanderbilt's success has been gained [illegible] having won [illegible] stakes. Mr. Vanderbilt's success was achieved with a young [illegible] to the winning [illegible] Prix de Paris. Mr. Vanderbilt's horses finished in third place [illegible] in the list whose whereabouts are unknown.

Whitney Horses Sold at Newmarket.

[illegible]

AMONG THE AUTOMOBILISTS

TWO MORE ENTRIES FOR GRAND PRIZE RACE.

Secretary Solomon of Savannah Automobile Club Announces That Joe Dawson and Ray W. Harroun Will Drive Marmons in the Big Race.

Two more cars were entered for the second international road race for the Automobile club of America grand prize gold cup which the Savannah Automobile Club will run on Saturday, November 12. Arthur W. Solomon, secretary of the Savannah organization, got the entries yesterday from the Nordyke & Marmon Company of Indianapolis. The two Marmons will be driven by Joe Dawson and Ray W. Harroun. Dawson finished not 24 seconds behind Grant, who won the Vanderbilt cup race on October 1 over the course originally assembled for the grand prize race. Harroun is a seasoned veteran and has won a number of speedway races with Marmon cars.

Secretary Solomon also announced that the Nordyke & Marmon concern had entered a smaller Marmon in the international light car race that will be decided the day before the grand prize event. No driver was named for the Marmon that was entered in the light car event. Mr. Solomon or some other official of the Savannah Automobile Club will go to Atlanta to see the managers of some of the racing teams that have entered for the speedway races there on November 3, 4 and 5 and get the entries for the light car contest.

After having given a New York printer some brand new ideas about haste Secretary Solomon got a supply of entry blanks for the grand prize race yesterday and sent them out to firms that have asked for them. It is expected that the blanks for the light car road race will be sent out to-day. A good supply of the blanks, especially those for the light car event, will be sent to the racing drivers entered at Atlanta, and it is likely that the curtain raiser contest will have even a larger entry list than the big race.

The length of the circuit to be used will be approximately 14.5 miles, which will be covered twenty-two times, making the total distance of the grand prize race about 407 miles. The entry list will close on November 5, a week before the race. Entries may be sent direct to William B. Stilwell at Savannah or to the Automobile Club of America, New York city.

The officials of the Atlanta Automobile Speedway expect to have about a hundred different cars competing in the various events of their three day race meet, November 3, 4 and 5, on the two mile track at the Georgia metropolis. Many of the drivers who handled cars in the Vanderbilt cup race and the national stock chasses events at Elgin have been named to pilot machines that have been formally entered for the Atlanta races. More than fifty entries have already been made and the list is being increased daily.

The list of regular paid entries includes: Fiat, W. J. Stoddard; Benz, E. A. Hearne; Benz, David Bruce-Brown; Corbin, Joe Matson; Corbin, Al Marsh; Knoxville, National; John Aitken, National; Al. Livingston, National; Howard Wilcox, National; A. Disbrow, Marmon; Ray Harroun, Marmon; Joe Dawson, Simplex; H. S. Church, of Edward H. Ihman; Lozier, Ralph Mulford; Lozier, Joe Horan; Fal-Car, W. H. Pearce; Fal-Car, J. F. Gelman; Fal-Car, Hugh Hughes; Pope-Hartford, H. S. Church; Cole, Bill Endicott; Cole, Louis Edmunds; Cole, Harry Endicott; Abbott-Detroit, Vincent Padula; Abbott-Detroit, Mortimer Roberts; Abbott-Detroit, Montague Roberts; E-M-F, Harry Cohen; Firestone-Columbus, H. McKinstry; Firestone-Columbus, Lee Frayer; McFarlan, Barndollar, and Wescott, H. L. Knight.

Among the tentative entries are: W. C. Schroeder's American, with William Wallace as driver; Robert Heitemeyer's 90 horse power Simplex, George Davis with an Apperson, Len Zengle, Chadwick, Spencer F. Wishart, Mercedes, the Buick team, a Pullman and Matheson.

Boston, Oct. 13. Owing to the decision of the contest board of the American Automobile Association suspending Barney Oldfield from future competition or participation in sanctioned automobile contests the Bay State Automobile Association has withdrawn its support of the meet scheduled for to-morrow afternoon at the Readville track, in which Oldfield was to compete.

Owing to this decision those members of the Bay State association whose names were announced as representing the racing committee will not serve in any official capacity.

The race meet if held will be unsanctioned and an outlaw meet and participants in the various events will be declared disqualified by the contest board, so the Bay State association says.

The Association of Licensed Automobile Manufacturers announced yesterday that a motion was heard on Monday in the United States Circuit Court of Appeals for the Second circuit to give preference to the hearing of the appeal in the suits under the Selden automobile patent against the Ford Motor Company and Panhard Company and the other test suits. The Court has set these cases, which are appeals from the decision of Judge Hough sustaining the Selden patent, at the head of the Court of Appeals' calendar for hearing November 6, 1910.

In the case of Albert Clyde under the Selden patent against John Walanamaker a motion was brought by the defendants to suspend. This was opposed and Judge Hough denied the application for suspension, so that the litigation continues in force.

Because of the change from Long Island to Savannah as the scene of the second grand prize road race the ferry for automobiles that crosses Long Island Sound between Rye and Big Cliff has been discontinued for this season. More than 4,000 cars were carried across the Sound by the ferry during the last season, which almost equals the 1909 total of 7,212 cars. During the ninety hours before and after the Vanderbilt cup race 400 cars were carried on the ferry. It is likely the service will be started on May 1, 1911, for next season.

Like a number of other industrial concerns, the United States Motor Company has adopted a cooperative plan by which its employees may become stockholders and participate in the profits of the company. Nearly 12,000 employees are affected. President Benjamin Briscoe is author of the plan and it is his intention to make all the employees feel they have a substantial interest in the welfare of the big selling organization. The affiliated firms include the Maxwell, Stoddard-Dayton, Columbia, Brush and Alden Sampson concerns.

Mr. Briscoe has had this cooperative plan originally in mind since the formation of the United States Motor Company. He has carried the plan to completion and has agreed to set aside $1,000,000 worth of its 7 per cent. cumulative preferred stock, which is offered to dealers, branch house managers and other employees, with participation in proportionate distribution of a block of common stock aggregating $2,000,000, so that one share of common stock goes with each four shares of preferred stock. President Briscoe has made the following statement regarding the plan:

"Many of the heads of departments are now stockholders in the company and a plan has been worked out to largely extend the system throughout the entire list of employees. Cooperation among the various affiliated companies has been accomplished with very beneficial results, and though each company retains its full individuality, the facilities of each are coordinated and operated with those of the other.

"To bring the companies up to their present state of efficiency has taken an immense amount of work and extensive financial resources. Results have proven very satisfactory and in response to a request made by the heads of the various departments of the sales organization it has been decided to present a plan which will give an opportunity to the employees to become stockholders in the company.

"The dealers in the company's product and the employees at its various plants and offices are as important factors in the success of the company as are its manufacturing facilities and plants. The business is not so extensive that no one man or set of men can control it or can individually take charge of all its activities.

"The feeling of partnership engenders relationship mutually beneficial. The company needs its employees, and it is believed that in this, their vocation and their livelihood, their best opportunities for greater success lie in as close an affiliation with the company as possible.

"In studying various plans of cooperation and participation the one which represents the most dignified business relationship is that which will permit employees and dealers to purchase, if they so desire, preferred stock of the company as an additional compensation to them for their enlivened interest, a participation will also be given to the profits accruing from the common stock.

"It is my desire to see each and every employee a stockholder in the United States Motor Company. I believe it will make each employee feel that he is in partnership with the officials of the organization, and, to say the least, give him that feeling of independence in working not only for his employer but for himself."

The first annual convention of the Electric Vehicle Association of America will be held in the concert hall of Madison Square Garden on October 18, beginning at 10 o'clock A. M. An interesting and practical programme has been arranged. It is expected that the papers presented will be of great value to the electric vehicle user as well as to the men connected with the electric vehicle industry.

The subjects to be discussed at the meeting will be of interest to manufacturers of electric vehicles, storage batteries and their attendant appliances, to those representing central stations as indicating a field in which exists large possibilities of future growth, to those considering the use of electric vehicles, and especially to those who are engaged in the practical work of operating and maintaining transportation equipment of this type.

A cash dividend of 25 per cent. was declared at the annual meeting of the F. B. Stearns Company in Cleveland on October 8. Last year the company declared a dividend of 12 per cent. Frank B. Stearns was elected president, Roy F. York vice-president, and J. McFarlin secretary and treasurer. The officers and the following were elected to the board of directors: F. M. Stearns, F. A. Merritt, A. W. Thompson and Philip Wick.

Consul A. G. Seyfert of Owen Sound, Ont., reports that the sandy lake shore soil upon which Owen Sound is located results in very dusty streets. No matter how much rain falls or how much water is sprinkled on the streets, in an hour thereafter the dust becomes a nuisance and a menace to health. To overcome this the municipal authorities early in the spring experimented with oil, which proved such a success that now all the principal streets in the centre of the town are oiled.

These thoroughfares are macadamized and as a preparation for oiling are first swept clean and the oil put on immediately after with a sprinkler. The objection at first was that the odor from the crude oil was offensive, but in a day or two this disappeared and the change for the better to dustless streets was recognized by all. The first application of oil lasted six weeks and the second application was put on the other day, and what were some of the dustiest streets are now perfectly dustless.

The town officials state that it will be an annual saving of $2,000 over the old water system and at the same time give much better results. It did another good thing in banishing mosquitos, heretofore a great annoyance, none being now in evidence where the streets are oiled.

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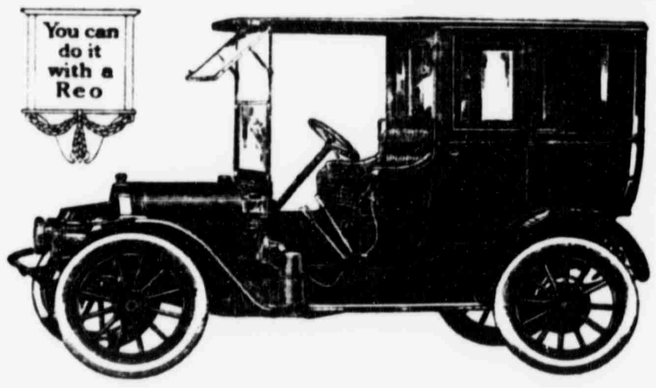

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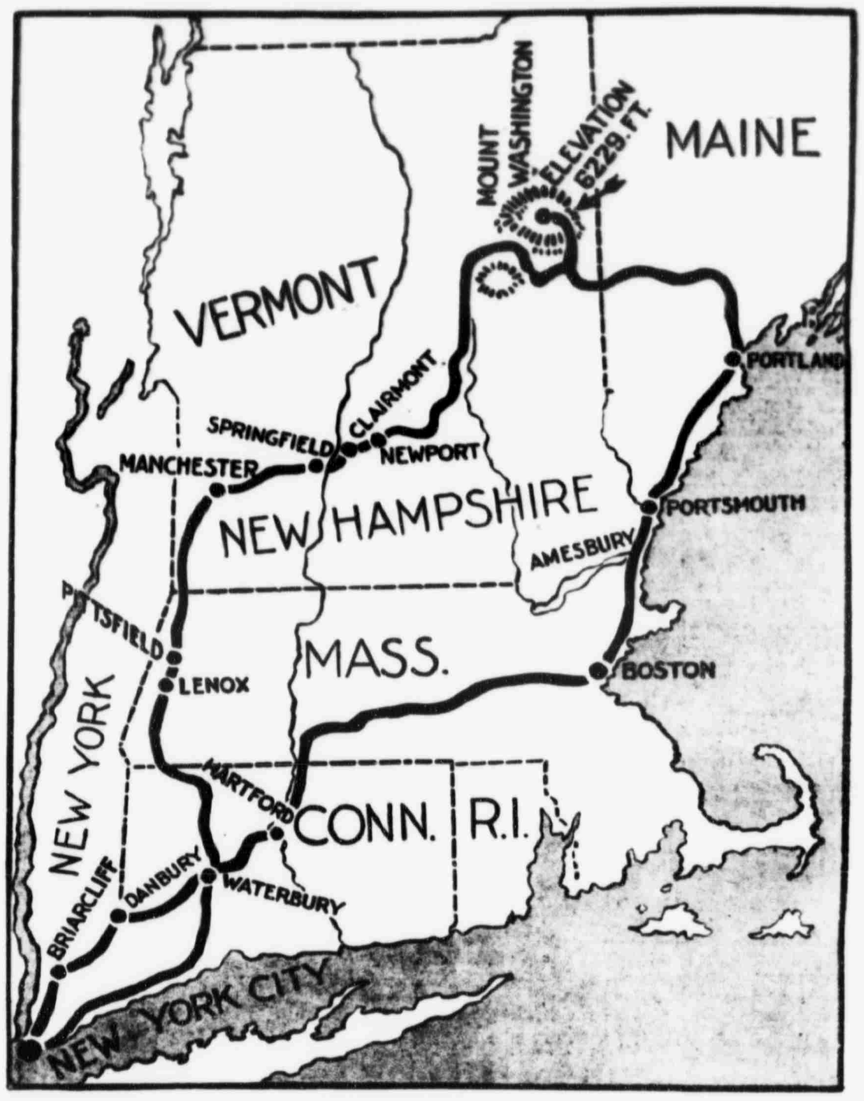

THE two Electrics of "Bailey" and "Detroit" manufacture, each with its crew of two men and some three hundred pounds of extra weight in the shape of clothing, extra tools and tires, started from New York on September 17th and successfully completed what is called the "Ideal Tour."

The two cars started the "Tour" in opposite directions, meeting at the Mount Washington House, Bretton Woods, where it was decided an attempt should be made to climb Mount Washington.

A detour of some forty-five miles was necessary to reach Glen, the start of the wagon road. This of necessity broke into the original plan of having the cars follow the regular gasoline car schedule as set forth in the "Ideal Tour."

Mount Washington rises 6229 feet into the air and the grades of the eight-mile wagon road vary from the 14% average to a maximum of 27%.

That a small Electric, equipped with merely a 2½ H. P. motor and its storage battery should make this climb, which taxes to the limit the high powered gas and steam cars, was a revelation to all who witnessed it.

Seven miles of the eight-mile climb were accomplished, the last mile being made impossible by blinding rains and terrific winds.

No serious trouble was experienced throughout the entire trip. A motor, heavily overloaded on the mountain climb, melted a little solder on the wire connections, a bad spot in the road broke a forward spring; both repairs were made on the road with but slight delay.

Tire troubles were well below the average experienced on such a trip.

Regarding battery charging, along the route, it was found that nearly every Electric Light Station, with but very small alterations, could recharge the batteries.

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